

Southern California Association of Governments



System Performance Measures

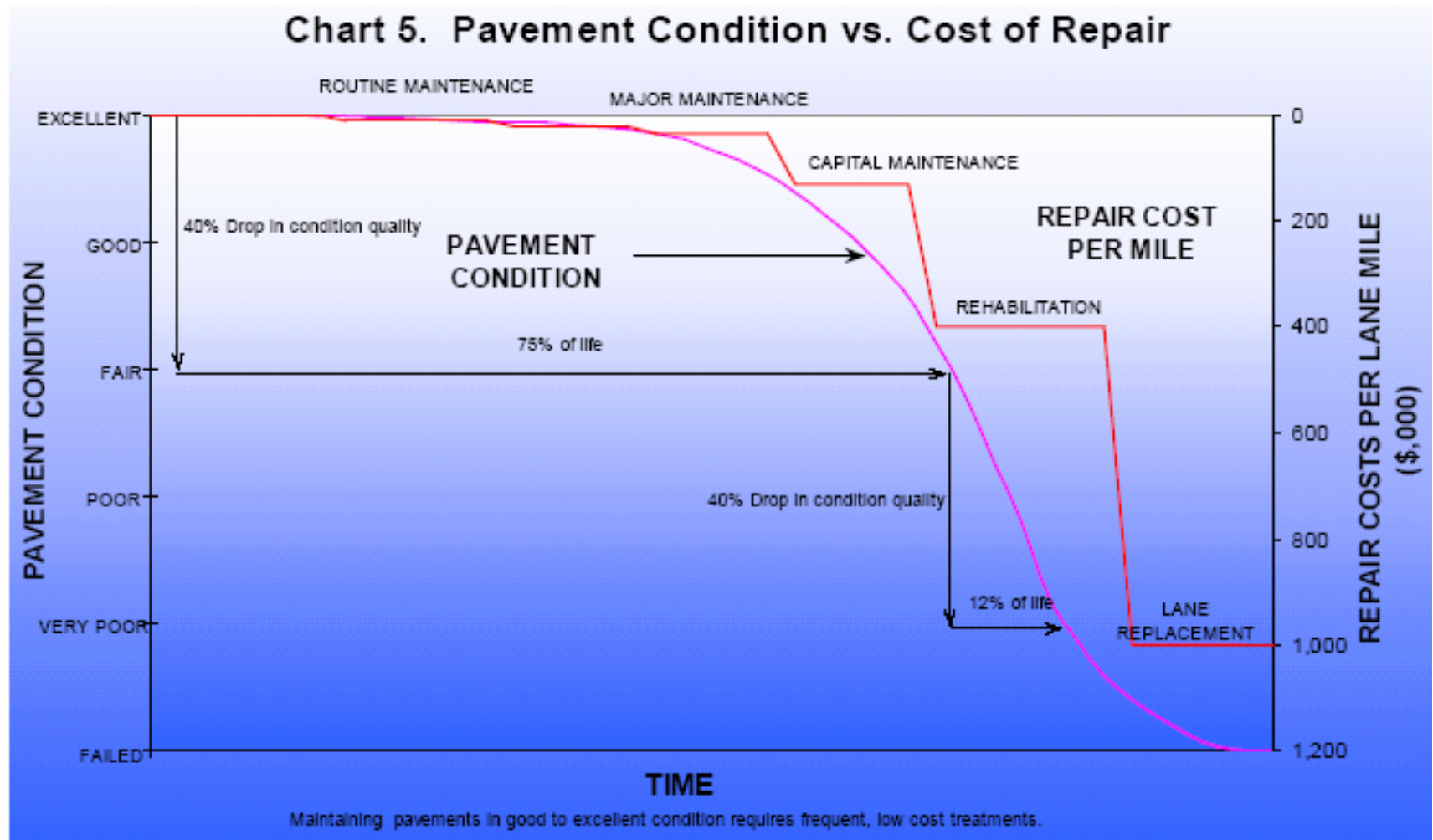
Final Preservation Analysis Results

System Metrics Group, Inc.

2004 RTP Refresher

- The 2004 RTP recognizes the important to timely preservation investments and explicitly guided SCAG to seriously address preservation needs:
 - Goal # 3 - Preserve and ensure a sustainable regional transportation system
 - Policy # 2 - Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
- SAFETA-LU also directs MPOs to address preservation:
 - § 450.306 Scope of the metropolitan transportation planning process: (8) Emphasize the preservation of the existing transportation system.

The SHOPP plan reminds us that delaying preservation projects could increase costs significantly



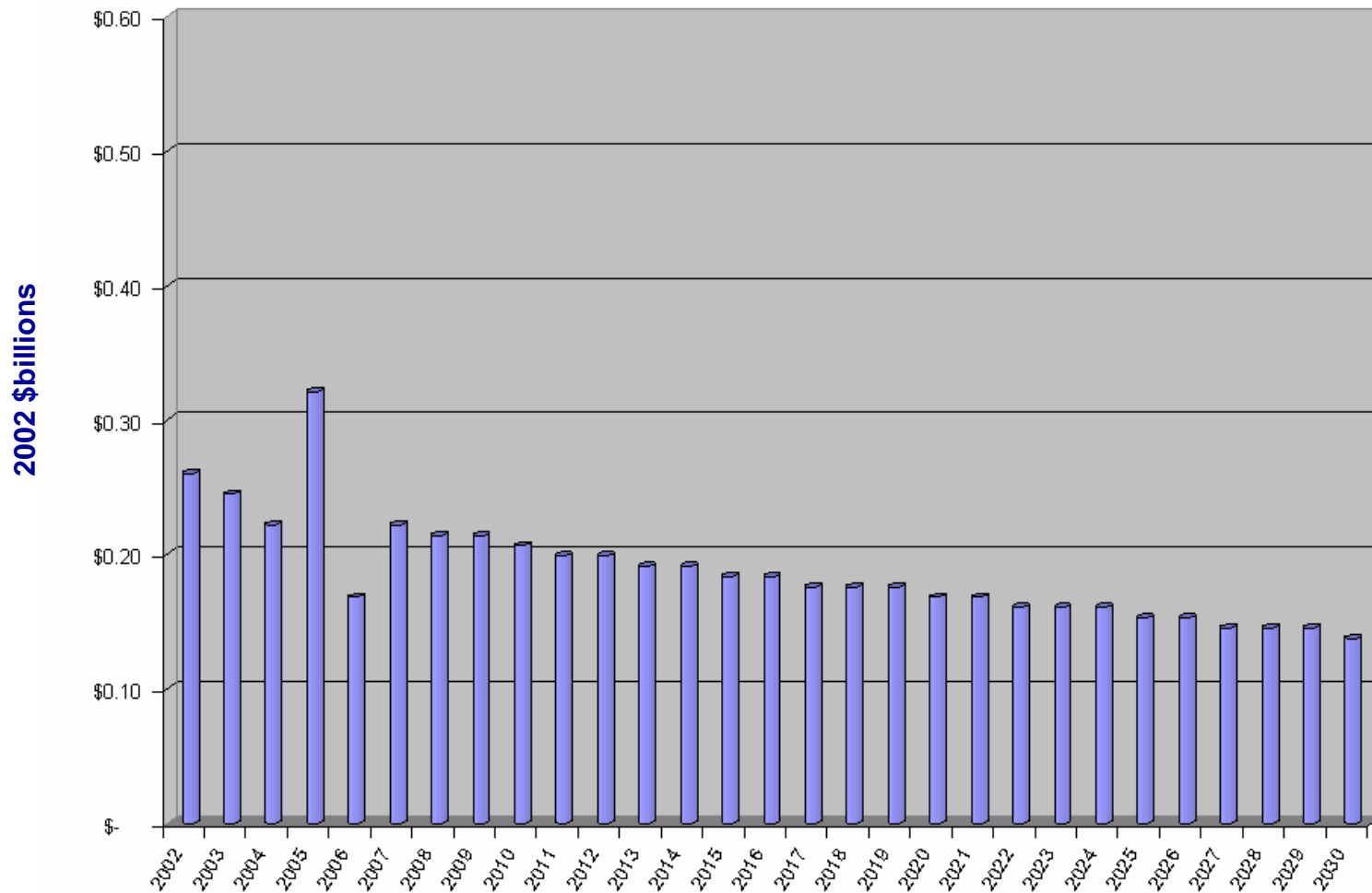
2004 RTP Refresher

- Yet, over the last three years, we have not seen additional funding for preservation, especially for the State Highway System.
- Although there are discussions of SHOPP augmentations, it is unclear at this point whether these will come close to addressing the needs of the region.

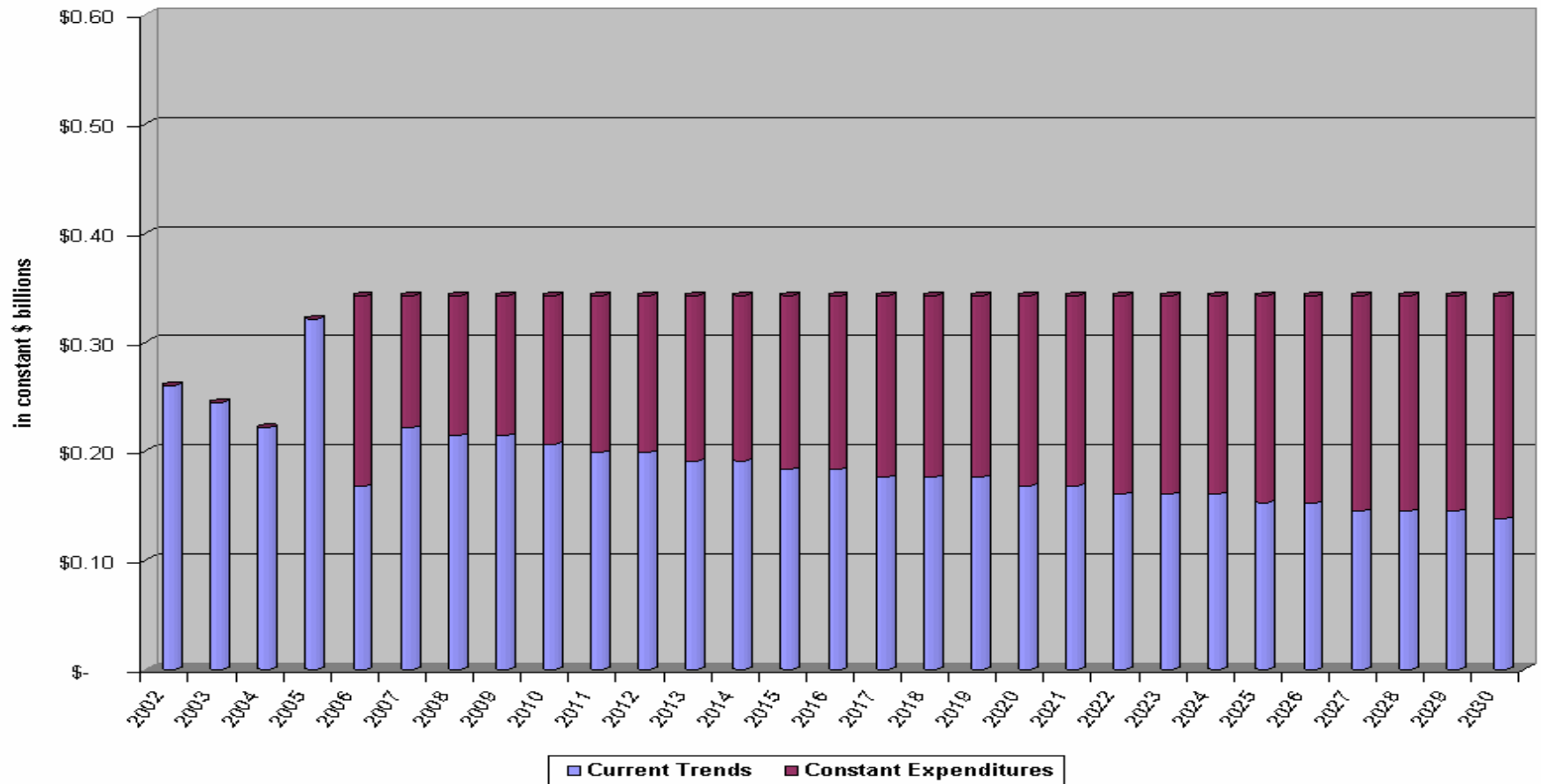
2004 RTP Refresher

- During the 2004 RTP development process, preservation expenditures and needs were estimated:
 - For the State Highway System, the SHOPP plan was used
 - For arterials, we used data from the SR-8 survey and updated it using Orange County and Los Angeles pavement needs study results
 - For transit, we used short range transit plans and long range plans when possible
- With the exception of the SHOPP plan, we do not know if any pavement needs studies have been updated
- We will shortly start on reviewing SRTPs and LRPs to evaluate the availability of good data to update the needs.
- We recognize that we will NOT find comprehensive data and that other approaches similar to the 2004 RTP will be needed.

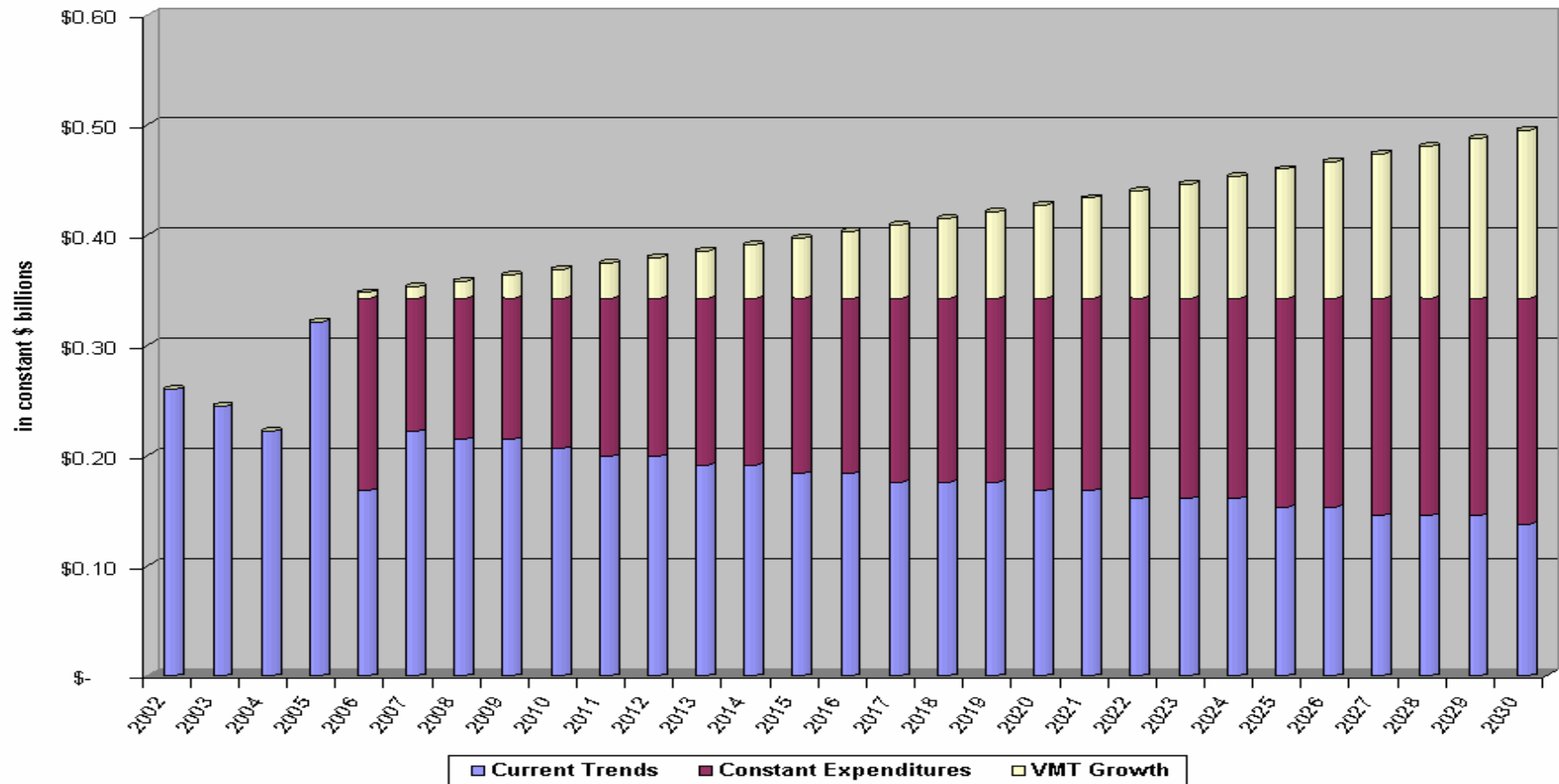
Last time, we found that the State expenditure trends we found that State funding trends were going to lead to gradual reductions of preservation investments



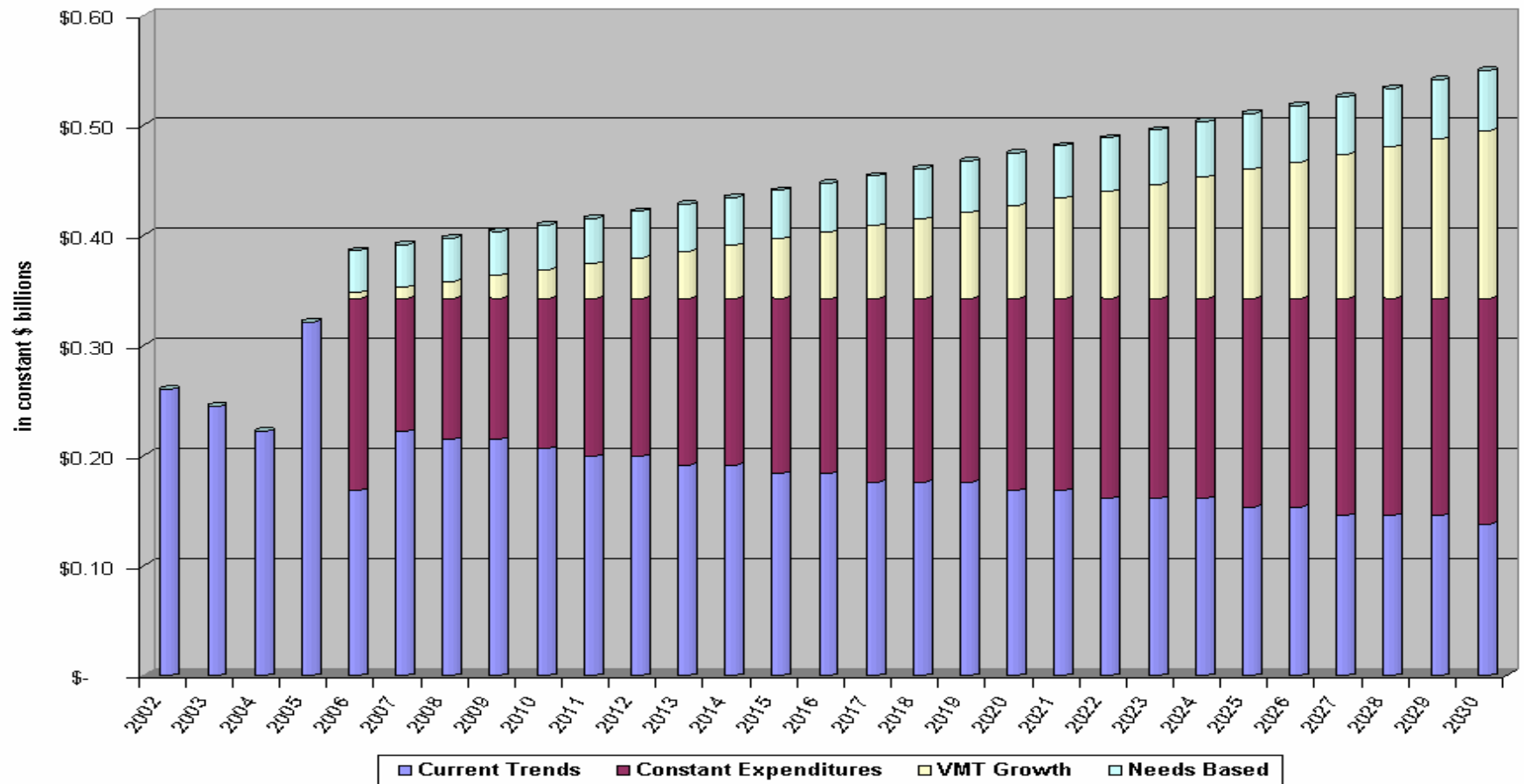
Preservation cost analysis – If State Highway maintenance expenditures were to be kept constant, the region would have needed an additional \$4.15 billion



Preservation cost analysis – If State Highway maintenance expenditures were to keep pace with VMT growth, the Region would have needed an additional \$6 billion



Preservation cost analysis – If State Highway maintenance expenditures were to meet all known needs, the Region would have needed an additional \$7.15 billion



Repeating this type of analysis for arterials and transit, we ended up developing options for the policy makers

- **No change from current trends**
 - total costs add up to \$34 billion
- **Assume constant state highway expenditures**
 - total costs add up to \$38.2 billion
- **Assume state highway and arterial expenditures grow by VMT**
 - total costs add up to \$40.6 billion
- **Assume state highway and arterial expenditures meet all needs**
 - total costs add up to \$45.6 billion
- **Assume transit needs to maintain current service is met**
 - Total costs add up to \$49.5 billion
- **At this point, we recommend assigning at least \$6.6 billion to address preservation over and beyond current trends**

Questions to the TAC members

- Have there been any recent studies that could help us update this analysis?
- Similar to operations investments, how can we get the Region's agencies to adequately address preservation needs?
- At the State level, SHOPP competes with STIP. Do the Region's agencies perceive that they "lose" funding when SHOPP is augmented?